

THE SENTINEL



OFFICIAL SAFETY NEWSLETTER OF CIVIL AIR PATROL

Winds of Change by National HQ Safety Team

The new National Safety Officer, Colonel Robert Diduch, has received letters of congratulation and offers of assistance ever since the announcement of his appointment at the summer National convention in San Antonio. Although there are no earth-shattering changes planned that would completely alter CAP's path toward safety excellence, there are some gradual course adjustments that the membership will see concurrent with the changing seasons, as autumn overtakes summer.

The National Safety Team will embark on an effort to implement a Safety Management System (SMS) for Civil Air Patrol. This will be a long-term development and deployment that will see CAP safety reports and mishap data analysis catch up to similar aviation organizations. A hallmark of a SMS is a heavy reliance on data that is, in turn, used to help guide senior leader decisions across the enterprise; for example committing resources, developing training, partnering with other organizations and setting goals for the future. In the coming months, you might perceive more emphasis on data collection and relevant analysis to help reduce risk and support mission success; rest assured that this is not data collection for the sake of data collection. If a particular effort doesn't add value to the process, it will quickly be revised or dropped.

Col Diduch is assembling a team from around the country to serve on the National Safety Officer's staff. These volunteer opportunities will be announced and applications accepted once the positions are finalized and approved. Potential applicants should expect to serve from their home locations using e-mail, Internet and teleconferencing in the performance of their duties. Col Diduch hopes to assemble a team with current mission experience, who are welcome to remain active in their local units. However, demands of the National Safety program demand that selection preference be given to qualified personnel who are not burdened with multiple duty titles in their home units.



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In addition to the National Safety Officer's staff, there are ad hoc committees established to tackle specific issues. We will occasionally solicit suggestions from the general membership. If you have safety ideas, we encourage you to go to your unit, group, wing or region safety officer. If you have an idea that might benefit CAP nation-wide, you can tell the CAP NHQ Safety team by going to *CAP Safety Suggestions* link on the left side of your eServices homepage. Remember to follow the chain of command even if responding directly to National HQ. Take a moment to courtesy copy your wing and/or region safety officers so they know what is going on in their units. Thanks for your support and get ready to tackle mishap prevention with a special emphasis in 2010!

Making Safety Work by National HQ Safety Team

Have you ever heard someone say, "make safety second nature?" That's a neat sound bite, but how do we accomplish this? What are the steps needed to produce a safety culture where being safe is second nature?

Safety can no longer be an afterthought or a separate program. If members are properly trained and exercise the discipline to perform their tasks properly and professionally, then safety (i.e., the lack of mishaps) will naturally follow. Let's begin FY10 by not wringing our hands over "being safe" and concentrate on analyzing tasks and performing them properly. Take pride in your work and doing your duty right the first time. Don't worry about being the first done, or doing your job fast. Focus on displaying a sense of urgency (when appropriate) while completing the task thoroughly.

Let's use a simple example. We all know that it is "safe" to wear safety belts when operating a motor vehicle. But when buckling up is simply viewed as a safe thing to do, then safety is an afterthought. If buckling the safety belt is taught as part of the vehicle operator's checklist, and that part of being a respected, professional driver is to properly operate the vehicle, then safety has been integrated into that task. You can draw that analogy to any task and any corresponding "safety" tip out there...flying an aircraft, rearranging squadron furniture, pitching a tent, etc.

There's one more thought about how we look at regulations and safety assessments. In the past, some people have decided that a regulation is inconvenient and that performing a risk assessment (using Operational Risk Management, or ORM) can provide a workaround. That's not the case. ORM is supposed to fill gaps in existing regulations and guidance. Look at laws, regulations and policies as pre-packaged risk assessments. If CAPR 77-1 states that cadets will NOT ride ATVs and CAPR 60-1 states that experimental aircraft will not be employed in CAP operations, then

someone has already performed a risk assessment and determined that these things present unacceptable hazards to our members. So always remember that ORM is not a substitute for the "regs"; it is an extra tool to assist in evaluating situations, which are not specifically addressed in directives we are honor-bound to obey.

So here is the bottom line: We integrate safety into our operations by shifting focus to proper training and pride in doing the job right the first time, every time. We obey the law and CAP regulations without fail. Finally, we use ORM to address those situations that are not specifically covered in our task training and in the "regs." If we do all this, then "safety" and mission success will naturally result.